

BUILDS TIRES TO WITHSTAND RACING ABUSE

Barney Oldfield Develops
Tires That Stand Up in
Speedway Racing

If Barney Oldfield, during his racing career had accomplished nothing else but aid in the development of the present day racing machine his name would have gone down in automotive history for his efforts in that line. But Oldfield has done something besides develop the fastest racing cars of the day, declares George Jackson of the Southern Arizona auto company, he has built a tire that is as far in advance of other tires as the racing car of today is over the track machine of a decade ago.

Oldfield has always been a great believer in a good foundation, the foundation of course, being in this case, good tires and during his some twenty years of racing experience an exhaustive study of all makes of tires, their good points and their bad, has given

Master Mechanic Loud in Praise of Studebaker Model

E. F. Irving, master mechanic for the Calumet and Arizona Mining company, has just returned from a 1300 mile trip made in his light six model Studebaker. Irving left Bisbee going by way of Tucson, Globe and the Roosevelt Dam to the Grand Canyon and returning by Ashcroft, Prescott through the notorious Black Canyon into Phoenix. Between Pason and Flagstaff, Irving informed Jimmy Mize

Oldfield a knowledge of what constitutes good "rubber" hardly surpassed in the industry. Since retiring from the speedway he has gone into the tire business exclusively and the Oldfield tire which bears his name already has gained an enviable reputation in the motor world.

In perfecting his tire Oldfield's great aim was to build a product that would stand up to the abuse of the speedway. He figured, and rightly so, that the tire build to stand such a strain would hold up indefinitely under the ordinary wear and tear of average touring. That he has succeeded is amply proven by the fact that the only car to finish without tire trouble in the last International 500 mile race was an Oldfield equipped machine.

CARELESSNESS STARTS 80 PER CENT OF AUTO FIRES, DECLARE FIRE INSURANCE AUTHORITIES

Automobile fire insurance companies last year, paid out nearly \$9,500,000 for motor cars that went up in smoke!

That does not include the insurance paid out by mutual and specialty companies, which fire insurance agents estimate would add another \$1,000,000 to their figure.

Neither does this sum include the loss incurred by that inestimable number of car owners who failed to insure themselves against fire.

Yet fire, say insurance men, is one danger toward which automobile own-

ers look lightly. Fire? There's hardly a chance for their machine to go up. They take special pains, they say, with lights and such when they are near their cars.

But they don't refute the insurance authorities. Carelessness, they say, is just what starts 80 per cent of the automobile fires. Not so much lighting a match to see how much gas there is left in the tank, as snooping around the gasoline line with a lighted cigar—unconsciously—in one hand.

That is a direct sort of carelessness which should be guarded against. But there is an indirect kind which causes most trouble. This is the kind of carelessness which allows the valves to get leaky and the fuel line to get loose jointed; where exhaust connections are neglected and wire insulation is rubbed off, and wherein engine pan and crankcase become so oil soaked that the only way they can be cleaned is by burning, through spontaneous combustion.

Short circuits start fires. Batteries have been known to explode when the hydrogen they generated mixed with the oxygen of the air and became so inflammable as to cause a fire.

To avoid such an occurrence there

of the Bisbee Auto company, local Studebaker dealers, the road for about 60 miles was exceptionally bad and that most of this distance was necessarily second gear work which cut down the gasoline mileage considerably. Nevertheless declared Irving, he averaged 20 miles to the gallon of gasoline and used but two quarts of oil on the entire trip.

Irving has driven his Studebaker over 5500 miles, far enough to become acquainted, and declared that for economy of upkeep and all round performance he has yet to find the car that will compare with his light six.

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is just one guide. That is careful attention to all parts of the car. The engine, wiring and fuel systems should be kept in good shape at all times. Flames should be kept away and no chance should be given for a spark plug to form an inflammable vapor.

Backfiring should be avoided. All wiring should be examined regularly. Gasoline should not be spilled carelessly. The motor should be allowed to cool before being cleaned.

If a fire happens to start do not use water to extinguish it. Water will only scatter burning gasoline. The gasoline supply should be shut off and the fire should be smothered with a lap robe, or with sand or soil.

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